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From George H. Pepper, Dept. of Anthropology, American Museum of Natural History, New York, Author:

Native Navajo Dyes. *Reprint from the Papoose for February, 1903.* pr., 8vo.

From Israel C. Russell, Author:

The Topographic Survey of Michigan. An Address . . . to the Michigan Academy of Science at its Ninth Annual Meeting. Ann Arbor, Michgan, 1903. p., 8vo.

From R. F. Scharff, Author, Dublin:

Some Remarks on the Atlantis Problem. A Paper read before the Royal Irish Academy, Nov. 10, 1902; and reprinted from the "Proceedings," Vol. XXIV, Sect. B., Part 3. Dublin, Ponsonby & Gibbs, 1903. pr., 8vo.

From the Sección Mexicana de la Comisión Internacional de Límites entre México y los Estados Unidos:

Memoria de la Sección Mexicana; Nueva York, 1901, 4to; Línea Divisoria entre México y los Estados Unidos. Nueva York, s. a. [Atlas], folio; Vistas de los Monumentos, etc., de la Línea Divisoria: 1892–1895. Nueva York, s. a. Oblong 4to.

From the Società Geografica Italiana, Rome:

Seconda Spedizione Bòttego: Lugh, Emporio commerciale sul Giuba. Memorie e note di Ugo Ferrandi. Roma, Società Geografica Italiana, 1903. 8vo,

From the Université Laval, Québec:

Conférences Publiques, 1900–1901; 1901–1902; Québec, 2 tomes, 8vo; Le Vénérable François de Montmorency-Laval, Premier Évêque de Québec, par l'Abbé Auguste Gosselin, Quebec, 1901, 16mo; Les Mammifères de la Province de Québec, par C. E. Dionne, Québec, 1902, 16mo.

From Henry Vignaud, Paris, France:

Toscanelli and Columbus: Letters to Sir Clements R. Markham, C.B., F.R.S., and to C. Raymond Beazley, M.A. [By Henry Vignaud.] With an Introductory Note and the Bibliography of this Controversy; A Letter from Sir Clements R. Markham, K.C.B., F.R.S., and a Reply from Mr. Henry Vignaud. *2 pamphlets,* London, Sands & Co., 1903. 8vo.

From the H. W. Wilson Co., Publishers, Minneapolis:

Geography and Geology of Minneapolis: Vol. I, Geography. By Christopher Webber Hall. Minneapolis, 1903. 8vo.

THE NEW PORT OF VERA CRUZ.

The accompanying map shows the improvements which have converted Vera Cruz into a safe harbour. Those who knew the sea front of the city a few years ago would scarcely recognize it to-day.

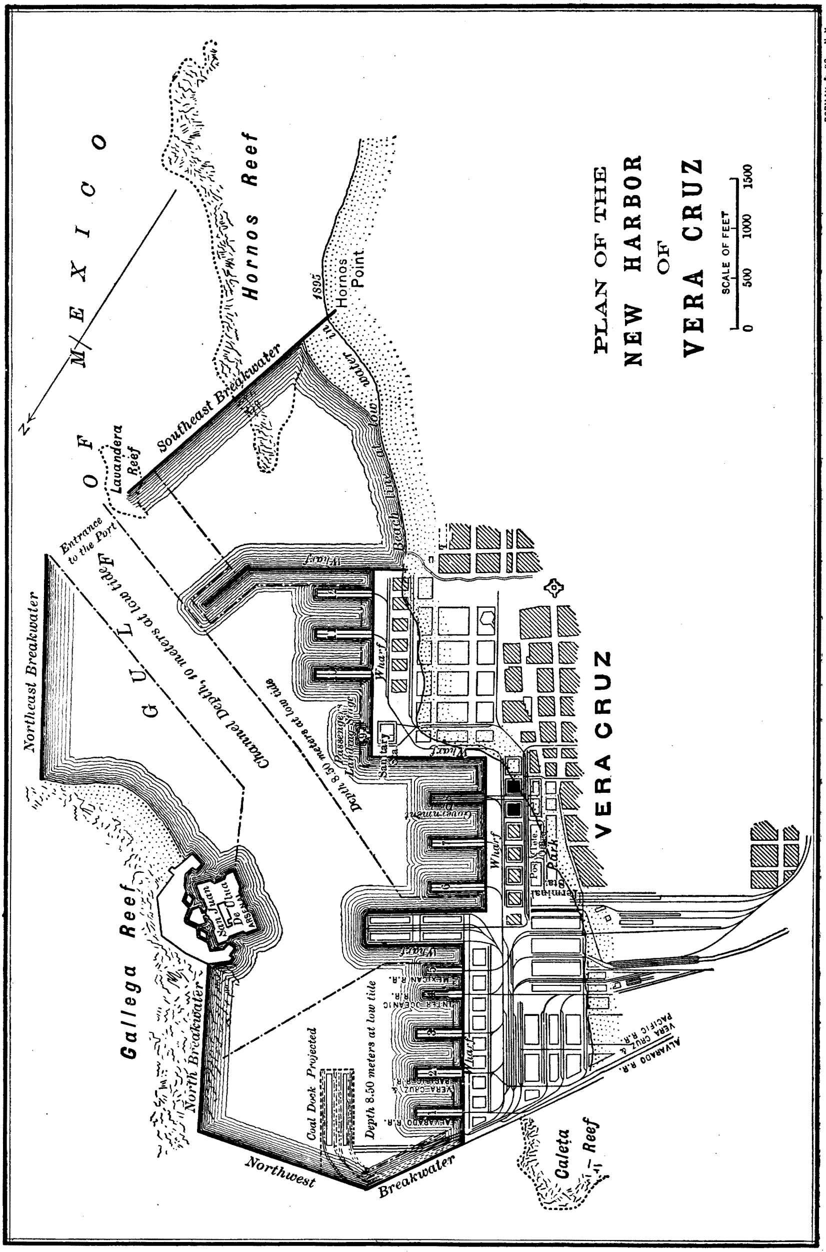
Vera Cruz has always been the chief port of Mexico. In the fiscal year 1900–01, 338 vessels from foreign ports entered the harbour. Their tonnage was 913,698, and they carried 355,930 metric tons of freight. The value of the imports in that year in Mexican dollars was $22,349,788; and of the exports, $21,954,876. While doing this large business, Vera Cruz in its shipping facilities was one of the poorest ports in America. Large vessels were not able to reach the small stone pier projecting into the roadstead. Their cargoes were taken to the land by lighters. There was no protection against the storms of the Gulf. During the season of hurricanes every sailing vessel which cast anchor in front of the town did so at the peril of life and cargo. Every steamer kept up steam ready to put to sea at the first sign of dirty weather. In a single year thirteen vessels dragged their anchors and were dashed to pieces on the rocks.

The results of these disadvantages were excessive charges for freight and insurance and continued disquietude of mind among shipowners, merchants, and sailors. All this has been changed by the conversion of Vera Cruz into a first-class artificial port, equal to any in the world, and equipped with every modern facility. The new port was opened by President Diaz on March 6, 1902.

The work cost about $30,000,000. The problem was to convert the open roadstead into a protected harbour by means of artificial defenses combined with natural features. The natural features were the coral reefs partly encircling the bay, which previously had been chiefly a danger, but were now made to subserve the plan for the protection of the harbour.

The reefs were, on the north, La Caleta, near the shore, and La Gallega, 600 metres out in the Gulf; and on the south the Hornos, near the shore, and the Lavandera, about 320 metres out. The Gallega reef is the most extensive, stretching opposite the city for a distance of 1,200 metres. These reefs form a sort of bay, 2,000 metres wide. The bay was completely exposed to the north and northeast winds. When a heavy norther blew, the waters of the Gulf were driven with great violence through the narrow passage between the Caleta and Gallega reefs. Any plan for improving the port involved the closing up of the north entrance to the harbour between these two reefs. This and much more was done, as is shown in the following enumeration of the exterior protective works:

1. The northwest breakwater, extending from the Caleta reef across the bay to the Gallega reef, closing the old north entrance to the port and affording the chief protection against the north wind.
2. The north wall (previously built) joining the foregoing with the Island of Ulua.


PLAN OF THE
NEW HARBOR
OF
VERA CRUZ
SCALE OF FEET
0
500
1000
1500
GULF OF MEXICO
N
Hornos Reef
Hornos Point
Beach line of low water in 1895
Southeast Breakwater
Lavandera Reef
Entrance to the Port
Channel Depth, 10 meters at low tide
Depth 8.50 meters at low tide
Northeast Breakwater
Gallega Reef
San Juan De Ulua
Arsenal
North Breakwater
Northwest Breakwater
Coal Dock Projected
Depth 8.50 meters at low tide
Caleta Reef
Wharf
Passenger Landing Stage
Sanitary Sta.
Government Dock
Post Office
Park
Terminal Sta.
VERA CRUZ
MEXICAN R.R.
INTER OCEANIC R.R.
VERA CRUZ & PACIFIC R.R.
ALVARADO R.R.
BORMAY & CO., N.Y.

3. The northeast breakwater, extending from the Gallega reef to the entrance of the harbour.

4. The southeast breakwater, protecting the harbour on the south, extending from the Hornos reef to the Lavandera reef, and leaving between its outer extremity and the outer extremity of the northeast breakwater a channel 260 metres wide, forming the entrance to the harbour. Both extremities are provided with lighthouses.

5. As a further measure of defense against the prevailing south wind an inner protective wall, forming part of the town quay, was built about a kilometre inside of the southeast breakwater, the space between them being reserved for anchorage.

The town quay was built in the sea, at a distance of about 400 metres from the low-water line. The space between it and the land was filled with sand, and buildings are rising on the land thus reclaimed from the sea. The piers for shipping, as is shown on the map, were extended at right angles from the town quay. One is the fiscal pier, where the Customs business of the port is transacted. Some of the other piers are occupied by the railroads, freight being transferred directly between the cars and the vessels tied up at the piers. Two spacious warehouses have been completed, and sites have been reserved for an indefinite number of others. Thus, to the shipping interests of Vera Cruz greater wharfage and storage facilities are assured.

These improvements, however, were not all that was needed to enable the city to enjoy the prosperity to which its commercial preeminence entitles it. It is imperatively necessary to improve the health of the city. It is almost fatal to a large port if ships leaving it are persistently quarantined upon their arrival at foreign ports. The city had no good sewage system, and its water was not fit to drink. To this fact was largely due the terrible yellow fever which gave the city such an evil reputation. For the past year new sewerage and water-supply works have been rapidly advancing. These works are of the best and most thorough kind. Pure drinking water will be obtained by pumping works from the Jamapa River, and will afford an ample supply for twice the present population of Vera Cruz. The improved sewerage system is far advanced, and will have a total length of about 55 kilometres. It is expected that the transformation of Vera Cruz into a safe, commodious, and healthful port will stimulate the trade relations of Mexico with foreign countries, increase business, and add to the wealth of the Republic.